

256561

Docket Clerk/U.S. DOT Dockets
Docket No. MARAD-2003-16248 -12
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

MAY 10 P 2:31

Dear Sir:

I am writing to express strong support for Maersk Line, Limited's (MLL) request to transfer the fifteen Maritime Security Program (MSP) operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL application.

As a crewmember serving on one of the vessels involved, it is vitally important that this matter come to a close. The crews on board these vessels want certainty about who will be the vessel operator. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. Continued indecision in this matter is adversely impacting my future employment opportunities, military sealift and the MSP program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD to approve the application to transfer the MSP operating agreements from USSM to MLL in order to bring stability and reliability back to MSP.

Sincerely,

Name:

KING C. SCOTT

Address:

195 GREENFIELD CROSBY
SUFFOLK VA 23434

DEPT. OF TRANSPORTATION
DOCKETS
OCT 10 2003
P 2:31
Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

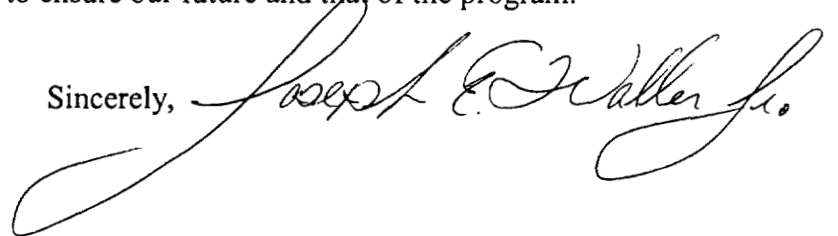
Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,



Name:

Joseph E. Waller Jr.

Address:

7038 Old Pascagoula Rd.
Theodore, AL 36582

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:51

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Jerry Goley

Address:

45705 Locust Grove
Valley Le, Md 20697

DEPT. OF TRANSPORTATION
DOCKETS

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

2003 OCT 10 P 2:31

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

MARIO P. RUIZ

Address:

DEPT. OF TRANSPORTATION
DOCKETS

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

2003 OCT 10 P 2:31

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

BENJAMIN J. ADVINCUCA

Address:

67 CARMANS RD

S-FARMINGDALE, NY 11735

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:34

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,



Name: _____

Address: _____

2003 OCT 10 P 2:35

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Address:

Joe Whitmore
PO Box 1912 Wrangell AK 99129

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 10 25 35

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,



Name:

John M. Gallagher

Address:

45480 Andover Estates Rd
Valley Lee Md. 20692

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2: 35

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.


MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Address:



4004 Lauren Ct

Destin FL 32541

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:55

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

WALTER BARRE

Address:

3425 COLLEGE DR #102
ST PAUL MD 20853

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:35

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

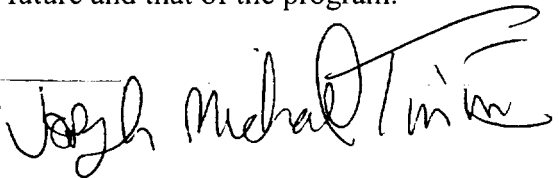
Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,



Name:

Joseph M. Tierm

Address:

po Box 11163
Savannah, GA 39031

2003 OCT 10 P 2:35

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,



Name:

I. L. Colwell

Address:

1634 Derringer Rd.

JACKSONVILLE, FLORIDA 32225

2003 OCT 10 P 2:35

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, *Dawn L. Wright*

Name:

Dawn Wright

Address:

1920 Anole St 601

Jacksonville FL 32208

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:35

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Richard Wiltson

Name:

Richard Wiltson

Address:

P.O. Box 207 Barton, MD 21521

2003 OCT 10 P 2:36

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Launce Abrams

Address:

701 Sudbrook Rd
Baltimore MD 21208

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 17 P 2:36

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

J. Thompson

Address:

764 AVE. G
WESTVILLE, LA 70084

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:36

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Hector S. Serrano

Address:

HC-20 Box 29262 San Lorenzo
P.R. 00754



Important Message to the Memberships of the MM&P, MEBA and SIU

Dear Brothers and Sisters:

We are writing to update you on important information concerning the transfer of Maritime Security Program (MSP) Operating Agreements from U.S. Ship Management (USSM) to Maersk Line, Limited (MLL).

It is vital to note that the unions have Job Preservation Agreements in place that protect every job on the fifteen (15) vessels that will be transferred from USSM to MLL. The Job Preservation Agreements also contain provisions that protect all jobs including the new vessels Maersk brings under the American Flag to replace some of the older ones.

It must be understood that Maersk purchased Sea-Land in 1999, not USSM. MLL has the ownership interest in the vessels, not USSM. MLL owns the containers and intermodal systems associated with the vessels, not USSM. MLL owns port terminals and facilities all over the world, not USSM. Basically, USSM does not own any assets that are required by the Maritime Security Program.

Further, Congress is positioned to approve MSP reauthorization legislation that would allow the exact same arrangement as proposed by MLL. As a result, USSM's days are numbered in the current program and less than certain in any future program.


You may be told by USSM that MLL is not a United States Company. What USSM will not tell you about Maersk Line, Limited is that MLL is based in Norfolk, Virginia and was incorporated in the United States in 1947. MLL began actively managing five vessels in 1983 under a long-term contract with the Military Sealift Command (MSC). MLL is independently controlled by a board of directors comprised entirely of United States citizens including two retired Admirals from the U.S. Navy. And, MLL today is the largest sealift contractor with the U.S. Department of Defense.


Our duty to our respective members dictates that we preserve your jobs. Accordingly, we ask that you not be tricked into believing that you will lose your jobs or be looked upon as un-American. Instead, know with certainty that when MLL takes over direct control of the MSP vessels you will keep your job, be sailing on an American flag vessel as a U.S. Merchant Mariner and be working for a U.S. company.


Finally, on October 3, 2003, MARAD published a notice in the Federal Register soliciting public comment on a request by MLL to transfer the MSP Operating Agreements from USSM to MLL. The Department of Transportation – specifically, the U.S. Maritime Administration – has already ruled that MLL is an “eligible transferee” of the MSP Operating Agreements should MLL desire to become the MSP contractor.

To this end, USSM may ask you to support their position to remain as the operator of MLL's vessels. USSM may even ask you to sign certain form letters that they will submit to the Department of Transportation. We advise that you not sign any letters that have been prepared by USSM. Instead, the unions will be forwarding to the respective members, form letters that in turn should be signed and sent to the Department of Transportation – letters that will protect your jobs.

Fraternally,


Timothy A. Brown, President
MM&P


Ron Davis, President
MEBA


Michael Sacco, President
SIU

2003 OCT 10 P 2:56

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

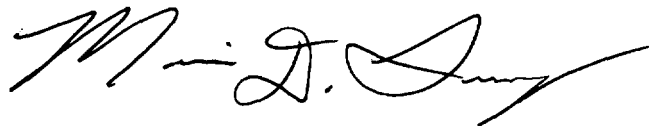
Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,



Name:

Mario D. Torrey

Address:

6919 Kenny Lane
Portsmouth, Va. 23703

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:36

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Address:

A. Ujib
Calle 4 S-24 El Rosario II U.B. P.R. 00693

2003 OCT 10 P 2: 36

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Address:

Doug Lowry
2004 Thoroughbred Drive
Virginia Beach, VA 23456

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 D 2:57

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Christopher Rosado

Address:

P.O. Box 1074
Juncos, P.R. 00727

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:37

Docket Clerk/U.S. DOT Dockets
Docket No. MARAD-2003-16248
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Dear Sir:

I am writing to express strong support for Maersk Line, Limited's (MLL) request to transfer the fifteen Maritime Security Program (MSP) operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL application.

As a crewmember serving on one of the vessels involved, it is vitally important that this matter come to a close. The crews on board these vessels want certainty about who will be the vessel operator. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. Continued indecision in this matter is adversely impacting my future employment opportunities, military sealift and the MSP program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD to approve the application to transfer the MSP operating agreements from USSM to MLL in order to bring stability and reliability back to MSP.

Sincerely,

Name:

Christopher Rosado

Address:

P.O. Box 1074
Juncos, P.R. 00722

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:37

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]


Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, 

Name:

John B. Niday IV

Address:

2605 Letim,
Pearland, Tx, 77581

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:37

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Lloyd LaBench

Address:

823 W. 24th St. Unit 2
San Pedro, CA 90731

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 2:37

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

W. J. Hoff

Address:

81 Virginia Creek, Will Springs TX 77331

DEPT. OF TRANSPORTATION
DOCKETS

2003 OCT 10 P 3:37

Docket Clerk/U.S. DOT Dockets
Room PL-401, Nassif Building
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, *James K. Enah*

Name:

James K. Enah

Address:

920 Oakdale Ave.

W. St. Paul MN 55118